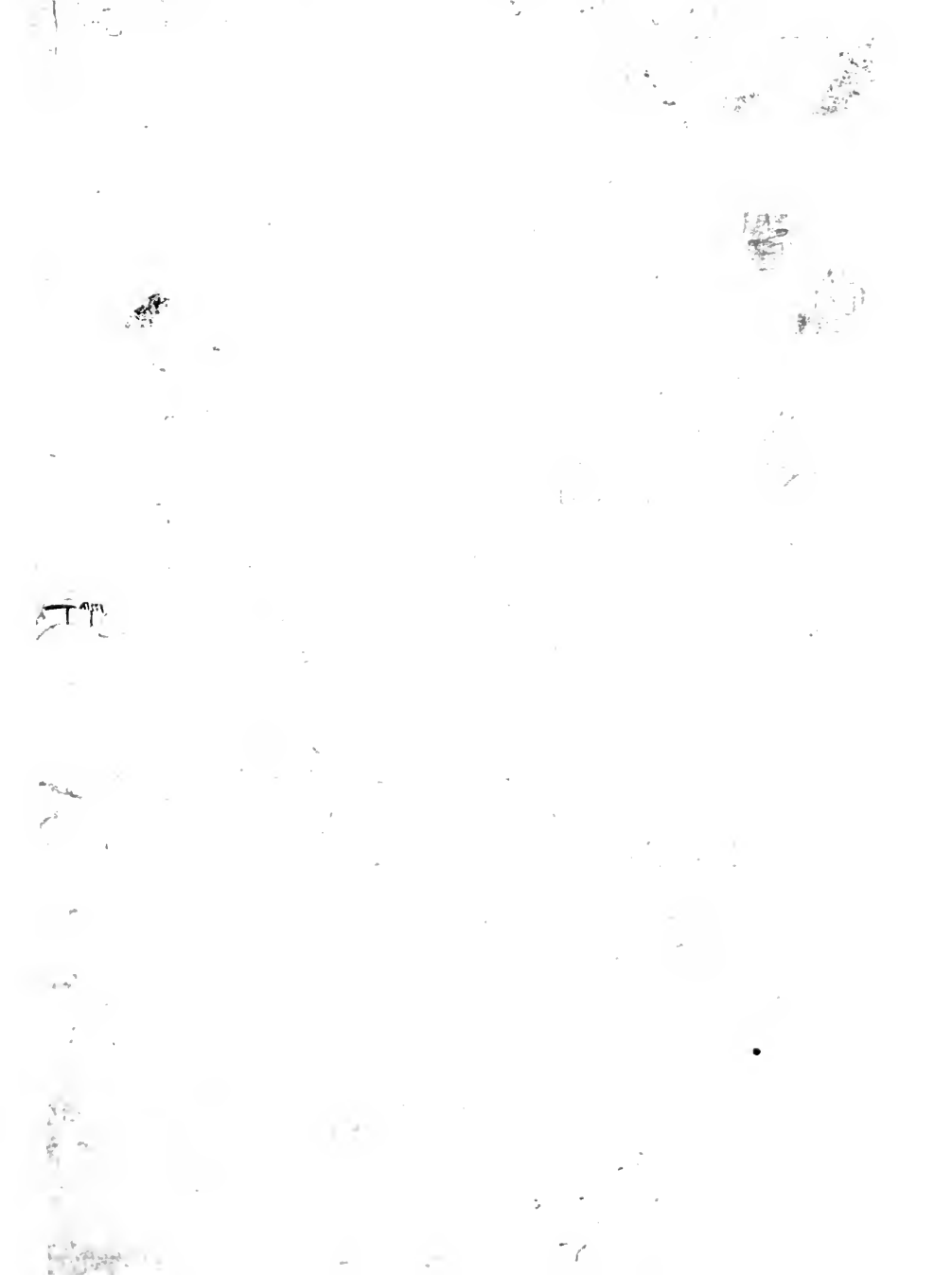


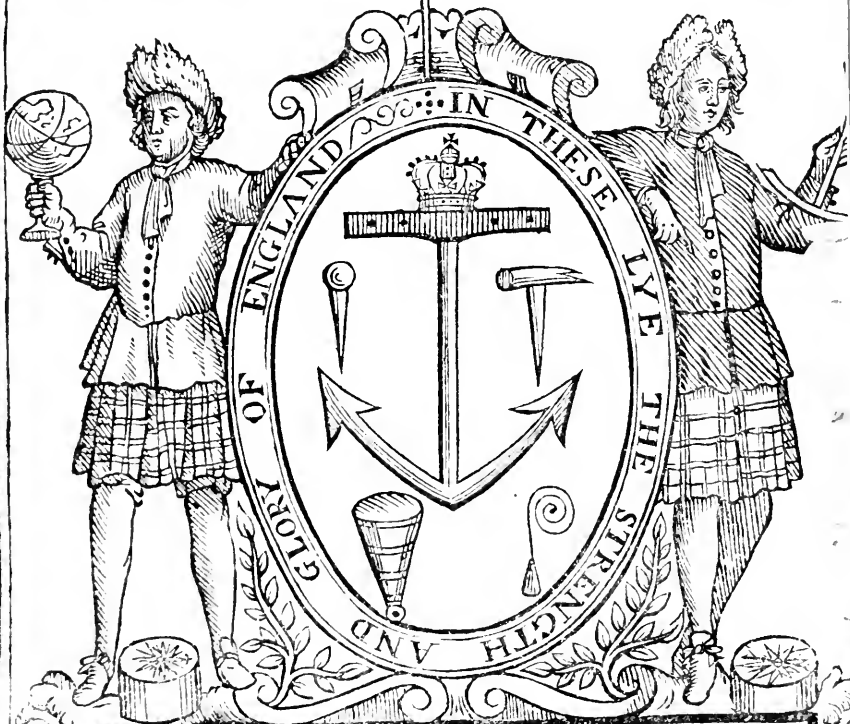
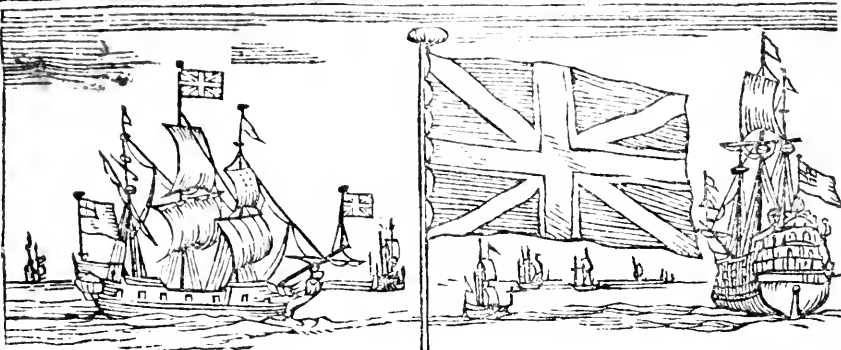
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P R O P O S I N G

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A L S O

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L I K E W I S E

Encouragement for Commanders of Men of War, Privatiers and Seamen, in Taking any Ship, or Effects of the Enemies, and all to be done, without any sensible Charge or Burthen to the Kingdom.

By Captain George S^r. Lo.

The Second Edition with Additions.

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1959.10.18.504

To the KING and QUEENS most
Excellent MAJESTIES.

HAVING (as I humbly conceive) found out a
sure Method for the well Manning Your
Majesties Fleet, (the Strength and Glory of
Your Dominions, and Terror of Your Enemies) on
any Occasion in a Months Time, without the Trouble
or Charge of Impresssing; As also a Method for the
Breeding of Seamen, and Encouraging Navigation,
whithout Charge to Your Majesties; I humbly presume
to lay the same at Your Majesties Royal Feet, in hopes
of Your Gracious Acceptance and Countenance of my
Endeavours, for the Service of Your Majesties, the
Ease of Your Subjects, and the General Benefit of
Trade. That GOD may Bless, Preserve and prosper
Your Sacred Majesties, for the Good of these Your
Kingdoms, as well as the Universal Benefit of Chris-
tendom; Shall always be the Prayer of

Your Majesties

Most Obedient, Dutiful and

Devoted Subject and Servant,

George St. L O.

To the Right Honourable the Lords Spiritual and Temporal, and Commons in Parliament Assembled.

I Cannot but give this Honourable Assembly some short Account of the Tyrannous Insults and Barbarous Threats of Our Enemies, (the *French*) in Particular against these Two Houses of Parliament, at the beginning of the War.

IT being my Misfortune to be Disabled and Taken at Sea, in the Year 1689. I was carried to Brest under very hard usage, and nothing could I hear, but of having my Self and Men sent to the Gallies, and that they did not question but in a Twelve Months time, to have all the Parliament of England there, to Row their King in a Galley, using the most Reproachful Names to this August Assembly, that their Malice and Madnes could think of; and so far they proceeded in their Barbarity and Confidence of Victory, that they took upwards of Seven Hundred English Prisoners, (part of them my Ship's Company) Hand-cuff'd them two and two together, fastning Sixty Couple in a Rope, in that manner, driving them from Brest and other Places, to Thoulon in Provence, being several Hundred Miles, Beating, Whipping, and so hardly using them, that several of them died under their hands: And when they came to Thoulon, hearing of the Success of Their Majesties Arms in Ireland, they changed their Resolution of putting them into the Gallies, but travelled them back again to Rochfort, under such miserable, harsh and severe usage, with Hunger, Cold, Travelling, and Beating, &c. That

The Epistle DEDICATORY to, &c.

many of them Died by the way, who were then knock'd out of the Irons, and left often in the Fields without Burial; And when any of them broke Prison, (which their Misery forc'd them to, desiring rather to dye than live so) their Guard when they took them, would Chain them to a wall without shelter from the Weather, and there let them lie Languishing for several days together, as particularly John Hutchin's, Yeoman of my Powder-Room, who lay Chained to a Wall Thirty Nine dayes with a Chain of Eight Foot long, and many others: And for my own part, they took Me out of the Hospital at Brest, before half Cur'd of my Wounds, and would have carry'd me on Horse-back, though the Chirurgion declar'd it would certainly Kill me; at length the Chirurgions prevail'd to have me carried in a Litter, with Lieutenant Walker, one of my Lieutenants, who was likewise Wounded; They Carry'd us thus Eight Days in Company with three Deserters, whose Noses were slit an Inch up, their Cheeks burnt with a Flower-de-luce, their Hair cut off, and their Ears cut, with their Legs tied under the Horses Belly, and their Hands chained, yet they were better mounted than those in Company with me, to whom they would neither allow Stick nor Spur; Their Names were Lieutenant William Clutterbuck, (one of my Lieutenants) Mr. Rowley the Vice Admiral of Brandenburgh, and one Mr. Carbonnell, an English Merchant of French Parents, who was first taken up under pretence of being a Spy, and still detained in Prison, and now pretend Debt upon him. We were guarded with the Povošt Marine, and four Arches, giving out by the way, That I was an English Lord they had taken, so that all the Country People came flocking to see me. When we came to Nantz, they clapt us up in the Castle, where there were two Hugonots and a Priest, one Monsieur La Noa, that had been a Prisoner Two and Twenty Years, Seven Years in a Dungeon (where he never had any Light but while he Eat) Sixteen Years before brought to Tryal, and then because too old to go to the Gallies, they Condemn'd him to perpetual Imprisonment, and all for writing a Book Reflecting on the Archbishop of Paris; and though they could not prove it upon him,

The Epistle D E D I C A T O R Y to

yet they used him so severely, it being the Barbarous Principle of the Cruel French King, rather to punish twenty Innocent Persons, than let one, they think Guilty, Escape: They would not allow us any Provision though we sent to the Governor, unless we would give half a Crown a Day each; then we desired the Allowance only of Bread and Water, telling them we had no Mony, but for all that they would not allow us any without paying for it, and Six-pence a Day found us Four Bread, which we were forced to give or starve; thus we liv'd on Bread and Water Fifteen Days, and then the other Three consented to pay for other Victuals; but because I found such living did me good for my Wounds, I continued it Five and Twenty Days, with the help of two Pound of Cheese which I had, unknown to my Guard; but if we had had no Mony we must have starved for Want. When I came to eat Meat, my Wounds growing worse, I was ordered to take Physick, and being advised by the Protestants to take care I were not Poisoned therewith, when my Physick was brought, I called the rest of my Company, and desired them to bear Witness, That if I were Poisoned, it were in Drinking King William's Health, and thereupon I drank the same, which being told the Governor by the said Mr. Rowley, and notice sent to Paris, An Order came to take me from the rest of my Company, and put me into a Dungeon; but the Governor being a Man of more Conscience than the rest, because there was no Dungeon but what was so wet would soon have kill'd me, He put me in a Tower (the Walls twenty Foot thick) Archt above and below, and the Windows made up, save only a little Light twelve Foot high, where I lay a lone very disconsolately, three or four Months, when Mr. Skelton coming thither, got me liberty to walk in the Castle, which being known at Paris, an Order came to send me to Angiers, and then I had Ten-pence a Day paid me for all the time I was at Nantz, which was the only Mony I received of the French all the while I was in France.

At Angiers I lay Close Prisoner in the Castle fifteen Months more, under a most Cruel and Tyrannical Governor, Monsieur

Both Houses of P A R L I A M E N T.

Doteshon (formerly one of Cardinal Mazarine's Guard) who would receive the Sacrament every Week, and yet as soon as he came out of the Chappel, and sometimes even within it, would beat or abuse the Prisoners, or do some wicked thing or other, on any the least occasion.

There were in Prison fourteen Persons, some for Religion, and the rest on other Pretences; among whom were People of very good Quality, whose Names are in the Margin; they have some of them been in Prison ten or twelve Years, some more, some less, and some of them Eighty and an Hundred years of Age, who are never permitted to Write or receive any Letters from their Friends, and particularly the Dutchess de la Force, tho her Husband the Duke (by his great Age and Hardship in the Bastile) was forced to turn his Religion, yet they will not suffer him to Write to his Dutchess, nor her to Write to him.

- | | |
|--|---|
| The Dutchess de la Force, three Years in Prison. | } In Prison 12 years on suspicion of Poysoning, but can have no Tryal or Hearing. |
| Mr. de Crosnier, five Years. | |
| Mr. de la Brisardiere two Years. | |
| Mr. de Malle, three Years for Religion. | |
| Mademoiselle Robert. | |
| Mademoiselle Voison | |
| Me. Katharine le Roy. | |
| Me. Maxon Soignart. | |
| Me. du Pleffis. | |
| Me. Paulain. | |
| Me. Bellefeuille. | |
| Me. Carnay, Aged 100 Years. | |
| Me de la Porte, Aged 80 Years. | |

This Governour by his own contrivance to Punish the Prisoners, had a Door made to the outside of each Prison Window, which upon every slight occasion, he would cause to be Locked up, that the Prisoners had no manner of Light sometimes for six or seven Months together; so that the neereſt comparison I can make of a Prison in France, is to that of a man buried Alive for such a time, being equally debarr'd of all earthly Comfort, by any sort of Intercourse or otherwise.

While I was at Angiers, there was a Protestant Marquess Condemned to the Gallies for breaking out of Prison; he was Chained to a Turk, that had hardly Rags to cover him; in this Manner he was carried to the Gallies, and then made to Strip, and Row with the rest of the Slaves.

The Epistle D E D I C A T O R Y to

The Taxes upon the People, are so Prodigious, that a poor Shoemaker at Angiers (one Mathurine Gainer) that had a Wife and three Children, and paid but Twenty Shillings a Year Rent, was rated a Noble; and tho he offered to part with all he had for five Shillings, yet they sent Soldiers to Quarter upon him till he paid; (which is their usual method of raising Taxes) who taking away what he had, the poor Man by Charity, got enough to pay the Tax; but yet for saying he would write to the King about it, he was clap'd into a Dungeon in the same Castle where I was, and there kept three Weeks, and then upon the Supplication of his Wife, he was permitted to work in the Passage to the Dungeon, to keep his Children from Starving: And according to the Ability of the Persons, they send Soldiers to Rifle and Tyrannize over them till they pay their Taxes, and when I came away, they were going to lay a Tax upon Saboes, or Wooden Shoes, besides four Pence upon a Hat tho it cost but half a Crown, and Taxes upon Christnings and Funerals.

There was likewise a Prisoner at Angiers, one Mr. Goddard an English Gentleman, who being in the Academy before the War, was at the beginning of the War, taken up as a Spy, tho then but Fifteen Years of Age, and kept so closely, that they would neither let me see him when he was Sick, nor he see me when I was Sick, only when I was coming away, with much ado, I got to see him, where he lay in the Common-Goal in a sad Condition, and now I hear, he is removed to the Bastile, and no Exchange will be allowed for him, tho there was a Prisoner sent hence by mutual Agreement, for him, two Years since, who was kept there and yet he not delivered; and thus we see what little regard the French have to their Word, in performing either Articles or Treaties.

At my coming away, I went to visit the English Prisoners at Dinan in Brittany, where they lay in a most miserable condition; two lay Dead at the Door, and had so lain four and twenty Hours; the Place stunk so I was not able to go in;

Both Houses of PARLIAMENT.

and with their hard Usage, Seven hundred have been Buried out of that Prison since this War; which computed with those Dead at Rochfort and other Places, we cannot reckon to have lost less than Two thousand good Seamen, by the ill Treatment they have had in France: And notwithstanding the General Exchange agreed on, they continue their wonted Barbarity to our Seamen as much as ever: And yet to the Honor of the English Sailors, I never found (notwithstanding all their ill Usage by Hunger, Beating and otherwise) that any of them went into that Kings Service, tho much Solicited to it by the Duke of Berwick and Sir William Jennings; and that Mr. Fitz James, who is Stiled Grand Prior of England and Ireland, went to Sea the two last years, yet there was not Fifty English Seamen in their whole Fleet; which may serve to confute a popular Mistake among us, that the French have abundance of our Seamen in their Service: Indeed, there are three Privateers belonging to King James, that were set out of Ireland when he was there, that are Manned with English and Irish.

And as they at first gave out I was an English Lord, so I found afterwards their Demands were accordingly for my Release, for they first refused thirty Seamen in Exchange for me, then they refused two Captains (Pecarr and Busheen) afterwards they demanded Captain St. Maria and four Scotch Captains that lay Condemned in Newgate, and when that was consented to, then they demanded Lieutenant General Hamilton for me, and would not be content to take the Earl of Clancarty, or any of the other Prisoners in the Tower; and now after all, this Value put upon me by my Enemies, I should be very glad to be thought Serviceable at Home, as I desire to be, and hope I may in this.

They took on Board me, one John Denny a French Protestant, who was Settled and Married in England; him they Condemned to be Hang'd at Raines, but afterwards gave him his Life to Serve them Ten Years. Now since there is a general

The Epistle DEDICATORY to

ral Exchange, and that we Release all the English and Irish of their Party that we Take, I think it my Duty in like manner to plead for his being Demanded, and sent for back, that he may return to his Family. There was likewise taken and Condemned with him at Raines, one Fountaine, who was Chyrurgion of the Lively; but he got his Pardon, and is since come to England.

And here it may not be amiss to let these Honourable Houses know, what care the French King took to keep an account of what Expence he was at upon the account of Ireland; for that he had a Commissary on purpose to take and keep an Account of all the Charges he was at in all things relating thereto; and it may be easily imagined why he did so: One time it happened that the Governor of Angiers sent for me, and in Discourse told me what it had cost the King his Master on the account of Ireland, which amounted to a great many Millions of Livres, which I put down for a Memorandum, but lost the Paper, and the Sum I have forgot; but the Governor told me, When King James got England again, he would pay the French King all the Expences he had been at on his Account, or give him Ireland for it. And another time a French Gentleman being permitted by the Governor to Discourse me, and I not fearing to speak, as knowing I could not well be used worse than I was, told him, They were all Slaves to their King, but could not see it, like a Dog that never complains for want of a Hat, because he never wore one. He said, If they were Slaves, yet their Comfort was, they should e'er long have us to be their Slaves. Another time the Governor sent for me to tell me Plymouth was Surrendred to them, and that it was done by the Deputy-Governor, upon which I Smiled at the Conceit; he being extraordinarily desirous to know the reason why I would not believe it, I told him, That Governors here were not so Arbitrary as they in France; and that besides, a True Englishman had as much an Antipathy to a Frenchman, as a Mastiff Dog had to a Bull; upon which he very angrily remanded me to Prison.

Both Houses of P A R L I A M E N T.

Salt is there Ninepence per Pound, which all People must take at that rate, and what quantity they are allotted; and must not dispose of any to a Neighbour or Friend; and poor People that are not able to Buy, will watch an opportunity when any Salt Fish is laid a Freshening, to get the Water to make Pottage, but the Goblees, which are Officers appointed to look after the Revenue of Salt, will throw it down the Kennel to prevent the Poor having that small Advantage.

If any Person be found Stealing the Custom of Salt, though never so small, they must pay an Hundred Crowns for the first Offence, or go to the Gallies; but if they do it a Second time, nothing can prevent their being sent to the Gallies; and thus the French King breeds Slaves of his own, without buying Turks, Moors, or Negroes; for by the help of these, and the Protestants that break Prison, he finds almost sufficient for that use.

The manner of his Dragooning his Protestant Subjects is this, When any one would not comply with the Priests in matters of Religion, Dragoons were sent to Quarter upon them, according to their Rank or Degree; which Dragoons would not be content with Free Quarters; but the Oppressed Host was forced, for Quietness, to give them a Pistole, or two Crowns a Day, in that manner wasting their Estates till all was gone; then the Poor Men would endeavour to make their Escape out of such Misery: But the Dragoons having a strict Eye over them, would certainly keep them while any thing was left, and then carry them to Prison.

*The French King to decoy those poor People, at first assured them by his Officers, that if they would comply, they should receive the Sacrament in both kinds, which prevailed with many to turn; but then according to his wanted Broken Word, denied them the Cup, and allowed them only the Wafer; and abundance are now in Prison that have so been for several Years past or
that*

The Epistle DEDICATORY to, &c.

*that Account, who fail not constantly to Pray for the Success of
Their Majesties Arms.*

*And if this be their usage to their own People, What may
those of our Nation expect, if ever they should be so wretchedly
Unhappy (which God prevent) to fall under their Power,
which makes me admire that some People here should so lose their
Senses, as to Applaud or Entertain the least Thoughts of a
French Government, which I could never imagine, till my
Return to England; and therefore must impute it to the most
Stupid sort of Ignorance and Malice, and that they have no-
thing to lose after they have parted with their Brains, and
that Love for their Country, Religion and Posterity, which is
natural to every true Englishman. I am,*

My Lords and Gentlemen,

Your Honors most Faithful,

and Obedient Servant,

George St. LO.

Eng.

ENGLAND'S SAFETY, &c,
OR A
PROPOSAL

MADE BY

Capt. George S^t. Lo.

FOR THE

Raising Twenty Thousand SEAMEN
QUALIFIED,

As here under-mentioned for the Service of Their Majesties and the Kingdom, in Manning the Royal Navy on any Occasion, (without Impressing) in a Month's time after setting the Office; Hereby humbly proposed for that purpose.

THE Qualification of each Seaman, is, That he shall understand the Mechanick part of a Sailer, which is to Reef and Furl, and take his Trick at Helm, and be a Man at all Calls, properly called a *Haulboling*; so that half a Ships Complement of such Men before the Mast, will be sufficient to well Man any Ship; for Masters-Mates, Midship-Men, Quarter-Masters, Quarter-Gunners, and other small Officers, will go voluntarily with their respective Commanders; and several others (may be supposed) for Preferment, which will

not be of this number. And therefore the said Twenty Thousand able Seamen (with the help of the Warrant-Officers, Voluntiers, Officers Servants, small Officers, and Water-mens Apprentices, who are sent by their Hall, together with the Sail-Makers, Armores, Carpenters-Crew, and Chirurigions-Crew,) will be sufficient to Man Their Majesties whole Fleet.

This Method of bringing in Seamen without Impressing, will be of vast Advantage to the King and Kingdom.


1. In saving the great Charge of Conduct-Mony, and Bounty-Mony.

2. In saving the Charge of hiring Smacks, Ketches, and other Vessels, for Impressing of Seamen, which stand the King in 30 *l.* a Month each Vessel one with another, or thereabouts; and of these each first and second Rate Ship hath three or four, and a third and fourth Rate Ship hath one or two, besides the Captains of each Ship according to the Rate and Bigness, have Imprest Mony, some 100 *l.* some 50 *l.* some 20 *l.* Besides bringing in their Bills of Charges and Disbursements, which have sometimes amounted to two or three Hundred Pounds a Ship to my knowledge, all which, by the Method hereafter mentioned, may be saved to the Crown and Kingdom, which, in Conduct, Bounty and Imprest-Mony, with the hiring of Vessels as aforesaid, cannot be reckoned to amount to less than 60000 *l. per Annum.*

By this Method the King being assured of having Men ready to Man his Fleet on any occasion, in a Month's time, will save the vast Charges of keeping the great Ships in Pay all the Winter, and besides prevent the Danger of ever being Invaded by any Foreign Enemy; (as was like to have been this Year) for after the Summers Expedition is over, and the Fleet come in, it would be a great Encouragement to the Seamen to be paid off, and their Tickets paid at the same time, which would give them Credit at any time, prevent the great Abuse of Ticket-buying, and enable Seamen to reap the Benefit of their Labour themselves, as

now they do not; and though the King should give 20 *per Cent.* for Money so to Pay them, his Majesty would save vastly by it: And upon issuing out his Royal Proclamation at any time, have Men sufficient for his Service again.

And here it may be Objected, (perhaps from a Book lately set out by one *Henry Maydman* a Purser) That Seamen are discouraged from Their Majesties Service, by the Abuses of their Commanders: To which it is Answered; It is a sign that that Purser hath Sailed with honest Captains that would not let him pinch the Men, for the Men never fare better than when a Captain and Purser disagree: I observe he carefully conceals his Employ of Purser, well knowing, that of all Officers, such a one in this Case is the least to be Credited; for let Commanders see that the Purser do not wrong the Men, and let them be paid their Majesties Allowance, and the Tickets at Payment of the Ship, or upon tender afterwards, they are very well encouraged, and care not for hard words from a Captain, which break no Bones.

 But that which discourages Seamen is, the want of their due Pay, and the lying of their Tickets several Years without Payment, unless sold to a Ticket-buyer, which occasions the Proverb among them Of going to Sea for a Knife and Sheath.

This would likewise prevent the Impressing of Land-men, (altogether unqualified, which often breeds Sickness in the Fleet) as also Water-men that were never at Sea, upon whom it is now very hard: For Instance a Water-man is Imprest out of his Boat that has a Wife and four or five Children to maintain; in his absence his Boat is unemployed and receives damage; his Wife and Children must become burthenfom to the Parish, or if she has Credit, perhaps runs her Husband in debt more than he can get up in a Year or two.

Likewise when a Ship comes home after a long Voyage, the Men are Imprest, who perhaps have some of them Ventures on Board, which they are Inatch'd from without having the liberty of going to their Families, and disposing of


what they have, or even to refresh themselves; in which Case their Ventures are lost, the Men Dissatisfied, and their Families half Ruined: Also, many Persons have been lost on the *Thames* and other Places, in endeavouring to Escape; as particularly Ten or Twelve Persons lately in Boats were Drowned, Shot, and Died of their Wounds, in making off from a Ship that had Pressed them; and the Sand-Barges at *Plymouth* when a Press is thereabouts, lye wholly unemployed by the Absconding of the Men, which hinders the Working of Husband-men, for want of that Sand to Manure the Ground; so that many Teams of Horses and Yokes of Oxen, lye still on that account, to the great Damage of the Country.

This would also prevent the great Abuses by Persons pretending to be Press-Masters, who to get Mony, often do very ill things; sometimes occasion Murder, and generally such Disorders as bring an Odium upon Their Majesties Fleet undeserved.

Besides, it is very hard upon Lieutenants, who in Pressing cannot but spend more than their Pay, and sometimes are turned out for Impressing those that have Protections, (which by this will be taken off:) So that no Man, as the Case now stands, would be a Lieutenant, were it not for the Prospect of being advanced to Captain.

In the next place it is hoped, no Man's Private Interest will be thought equivalent to Ballance against so great a Publick Good and Ease as this will be to the King and Kingdom.

The Reasons that have induced me to undertake this great Work, are drawn from my Dear-bought Experience when Prisoner in *France*, where I lay two Years and two Months under great Hardships, and Nineteen Months of that time all alone in an uneasy and Disconsolate Condition.

 When I was first brought Prisoner thither, I lay four Months in an Hospital at *Brest*, for Cure of my Wounds, and was sent to *Nants* before half Cured. While I was

at *Brest*, I was Astonish'd at the Expedition us'd in Manning and Fitting out their Ships, which till then I thought could be done no where sooner than in *England*, where we have ten times the Shipping, and consequently ten times more Seamen than they have in *France*; but there I saw Twenty Sail of Ships of about 60 Guns a piece, got ready in Twenty days time; they were brought in and the Men Discharged, and upon an Order from *Paris*, they were Ca-reen'd, Keel'd up, Rigg'd, Victualled, Man'd and out again in the said time, with the greatest Ease imaginable. I likewise saw a Ship of 100 Guns there, had all her Guns taken out in four or five Hours time, which I never saw done in *England* in twenty four Hours, and this with greater Ease and less Hazard than here, which I saw under the Hospital Window; and this I am sure I could do as easie in *England*.


I likewise saw on the other side of the River, an Imitation of a Ship with a Tire of Guns, where the Men were often Exercis'd and Instructed in the Practice and Use of the Great Gun, as if they were at Sea, which very much contributed to their Skill; and if the same were done and practis'd near our Sea-Ports, it would be of great Use in fitting Men for the Sea-Service; in which we need not be ashamed to learn of them, for they are ready enough to imitate us in any thing for their Advantage.

The aforesaid Ships being so soon out again, put me upon Enquiry how the Men were got so quickly, and I found that the Seamen were all Registred by the *Intendant Marine*, or Commissary of each Province near the Sea, which puts that King to vast Charge in paying great Salaries to them, their *Provosts Marine*, *Arches* and other Officers for taking Account of all Maritime Affairs; for a Merchant Ship cannot go to Sea without leave from such *Intendant*, who appoints what Seamen they shall have, and so many Land-men to be trained up in the *French King's* Pay, as is thought necessary; which Method he hath us'd for these Fourteen Years past, in all probability, in hopes of an Ad-

These Officers Register not only Seamen, but Watermen, Fishermen, and all other Persons belonging to the Sea, or Trading in any River of *France*, as the *Loire*, *Seyne*, &c. who upon Proclamation are always to be ready to serve on Board the Fleet, as they have been all this War, and upon Failure (by his Arbitrary Power) Hangs them up at their own Door without Tryal or Mercy.

So that to the wonder of the World (tho he has not above the Tenth part of Merchant Shipping, as aforesaid, which is the Nursery of Seamen) he gets out his Fleet ready to Fight the *English* and *Dutch*, who are so much Superior to him in Naval Strength, that it is very much Admired at Abroad, and look'd upon as ill Conduct in us.

Thus the *French* King when his Fleet is out at Sea, is at much greater Charge than we, in regard of the Encouragement he then gives to his Officers, both in Pay and Provisions, which brings his best Nobility to his Service, who when they are sufficiently Qualified, are Preferred to Command, and never makes Masters of Merchant-men Captains of Men of War, well knowing that there is as great an improbability in most of them, to well understand the Nature and Command of a Man of War, as 'tis for a Gentleman of 500 *l.* a Year (that perhaps knows well enough how to manage his own Estate) to understand Martial Discipline, to Command in a Castle in a time of Action, or for a Captain in the Militia to be as fit to make a General-Officer, as one that has been in several Campaigns, Sieges, and other Actions; and will sooner prefer one of his Warrant-Officers that has been trained up in his Service, than one of them; tho that is also very rare, for he will sooner Reward them with Money for any brave Action, and give his Commands to his People of Quality.

 I find this Particular hath given Offence to some Persons, even to the crying down of the Book, though that does not hinder the Sale of it; and at the same time those that understand both the Command of a Man of War, and Masterhip of a Merchant-man, very well know the cer-

tainty of what I say in this Point; but that this is defended by some, is to give colour to the putting ill Men into the Service under the Notion of being Masters of Ships, by which Pretence a Brewer's Clerk, and such like, have been preferred, to the great Disservice of their Majesties: As for Instance, when a Captain of a Ship has two Lieutenants, one a Seaman, the other none, being weary of the latter, he gets him preferr'd to be Captain of a Fire-ship, meerly to be rid of him, when he as carefully keeps the other to be an Ease and Assistance to him; by which means the deserving Man is kept without Preferment, while the other is put over his Head, which is a great Discouragement to the whole Body of Lieutenants, Warrant-Officers, Masters-Mates, and Mid-ship-men, in Their Majesties Service, which might at once be prevented by putting good Men in at first, who upon any Vacancy are fit to be made Captains. This is too great a Truth to be spoke by any one, but an unbyass'd Sailer; and (if a Reflection) can be upon none, but those that have certainly done it.

✍ And tho the *French King* by the Means aforesaid, is at more Charge than we, when his Fleet is out; yet when they come in he is at much less, for then he pays off, and lays up his great Ships (as we may now do by the following Method) which saves him vast Charge in the Winter, when his Men go out a Privateering, and make a Harvest upon our Merchant-Men, which he Encourages by giving them his Tenths of what they take: Which I could wish was done in *England*.

And here I cannot forbear mentioning one generous Action of that King, who as he Punishes well, takes care likewise to Reward well: For when I was taken in the *Portsmouth* by the *Chevalier Demany*, Knight of *Malta*, in the *Marques's*, a Ship of 60 odd Guns (all Brass but twelve) tho' he could not bring my Ship in, she was so much disabled, he dying in forty eight Hours of his Wounds, told the Second Captain upon his Death-bed, That nothing troubled him, but that he should die in debt to his Relations and Friends,

which being represented to *Monsieur Saignelay*, (who then was on Board the Fleet) and by him to the *French King*; the King thereupon did much regret the loss of such a Man, saying, *He had rather have lost the Ship than the Captain*, and ordered the Payment of his debts, out of his own Bounty, which came to 22000 Livres, which is near 1800 *l.* Sterling.

Thus it being the Method of the *French King* to furnish himself with Seamen on any occasion: 1. By Registering them: 2. By his Arbitrary Power, Hanging them in case of Desertion, thereby like Death, sparing none to the Sea or Gallows. In *England* it would be found both difficult, chargeable and needless.

1. It would be very difficult as well as chargeable to Register Seamen here, because not one in ten is a House-keeper, and therefore not with any certainty to be found.

2. It would be needless, in regard we have not occasion (as the *French* have) to take all our Seamen, but a moderate Proportion only, which may be done by Registering all sorts of Shipping and small Craft, using the Sea, or any River, Port or Harbour in *England, Wales, and Berwick upon Tweed*, as Merchant-Ships of all sorts, Fishing-Boats, Oyster-Cocks, Row-Barges, Western-Barges, Lighters of all sorts, Tricker-Boats, Hiber-Boats, Stow-Boats, and the Trows at *Bristol*, Smacks, Hoys, Ketches, Coasters, &c. (by what Names soever Differenced) and giving them a certain Number, or Mark of Distinction, as is done to the Hackney-Coaches, That each of them according to their several Burthens, Trade and Profits, shall find one Man or more for Their Majesties Service, or be obliged to pay Five Pounds into an Office to be Erected for that purpose, for each Man so ordered for them to furnish for one Year, which Office may be called, *The Office for Registering Shipping and small Craft*: And in case of failure after a Months Notice given by Proclamation, to Forfeit to their Majesties the Ship or Vessel they shall refuse or neglect to furnish men for: And that this may not seem an Hardship upon the Subject, it shall be herein demonstrated, that it is the Interest of all Persons

concerned to comply herewith, and that the Money or Forfeiture is not the thing desired, for if they can provide Qualified Men under that Rate, or for nothing, it is the same thing to us; for the Money so given, is to be bestowed Gratis on such Men as will go in the Service.

It is Propos'd,

The Reasons are,

I. *That every Oyster-Cock, Fishing-Smack or Hoy for Trawling and Drudging, shall find a Man Qualified, as before-mentioned, and every three Peter-Boats the like, to Serve Their Majesties in time of War.*

Because they offered the late King James (if they might be Incorporated) that they would find him 500 good Men to Serve him at Sea on any occasion, and now great part of these People have Protections, and Serve not at all, tho' tis more Reasonable they should Serve the Present Government than the Late, and this way their Quota will hardly amount to more than they Voluntarily offered before.

II. *That each Ballast Lighter find two Men, tho' they have but two Men work on Board them. There are now but Sixty Six Ballast Lighters, tho' they ought to be Eighty; but Sixty Six will find a Hundred thirty Two Men.*

These Men are Protected by their great Interest, and very fit to Serve Their Majesties. They will in a Tides time take up twenty or thirty Tun of Ballast, which comes to about 30 s. of which the two Men that Labour hard have but one Third between them, the other two Thirds are divided between the Ballast-Office and owner of the Lighter, who having so great profit for little or nothing, the Lighter being not worth above 60 l. and all Foreigners pay 4 d. per Tun more than others, ought to contribute toward the Defence of the Sea, which their profit comes by.

III. That each Row-Barge, and Tilt-Boat, find Two Seamen, as above.

IV. That each Western Barge, carrying 12 or 14 Men, may find four or five Men, and more or less according to the number of Men they Employ.

V. That each Ware Barge, and such like find two Men at the least.

VI. That all Coal-Lighters, Close-lighters, and such like find Men in Proportion to their Tunnage, as shall be thought fit.

VII. That all small Craft, viz. Ketches, Hoys, Smacks, Coasters, Traders, &c. not exceeding forty Tun each, find a Man.

VIII. That all Colliers, for every Fifty Tun they Measure, at Ninety Five Foot each Tun, shall find a Man.

These Men are fit for the King's Service, and what they usually give for Protections may be near sufficient to find the Men proposed.

These Barges have a great and certain Profit, pay no Custom or other Duty; and now when they come for London, leave their Men at Kingston, at Charge, and hire others there, that are not liable to be Imprest, so that they would willingly contribute to be free and easie.

For the Reason aforesaid.

They now pay for Protections, and by that means have very good Men for 14 s. a Week, and get vastly by bringing Coals, &c. through Bridge, having 12 d. for the Carriage of each Chaldron, besides the advantage of the Measure, if they be Woodmongers.

This they would gladly do, that they might not be liable to be Imprest, and get by it too, in regard they might then make the more Voyages, when they have no Interruption.

The Colliers by this, would be much the gainers, in saving the extraordinary Charge they are now at for Men, sometimes giving 8 l. a Man each voyage, which at other times they might have for 30 s. and when their Men are Prest in the Swin or Gun-Fleet, they are forced to give 40 s. or 3 l. a Man to be brought up the River. I have

known some Colliers clear 4 or 500*l.* in a Voyage, all Charges paid: They will make five or six Voyages in a Year, now this War time, and by this Method may make more.

IX. *That all Merchant-Ships, Trading beyond Sea, or lying at home by the Wall, find a Man for each fifty tun they measure, and if they are not like to go to Sea that year, and thereof give notice to the Office, (when they bring the Men or pay the Mony, that a Memorandum of it may be Enter'd in a Book for that purpose) and if after a 12 Months time they come again, and make Affidavit, that such a Ship has not been at Sea in that time, the Office shall repay them two Thirds of the Mony they have given or paid for their Men.*

When they have made a Voyage and come into *Plymouth*, or other places, their Men are Preft, their Goods it may be perishable, and their Markets lost, or to prevent that, they are at vast Charge in hiring Men, or procuring Protections to bring their Ships about, so that it would be their Interest thus to contribute, to save them the much greater Expence they are now at as aforesaid, some Ships having to my knowledge given four and five Pounds a Man, for Hands, to bring them up to *London* from the *Downs*.

X. *That all Ships or Vessels belonging to Ireland, New-England, or other Plantations, under the Government of England; and trading hither, be obliged upon their coming to any Port of England to give security to find their Quota of such Men during the War.*

Because being Subjects to the Crown of *England*, and liable to be Imprest as others are, they ought, for their Freedom, to contribute towards the War, in regard also that their Safety is concerned in the Publick Good; and also many Ships this War for want of Hands (being pressed there out) have been cast away and taken.

XI. *That no hired Ship or Vessel Employ'd in their Majesties Service, on any account whatsoever; for carrying Provisions, Stores, Soldiers, or otherwise, may be exempted from this Contribution.*

XII. *As to the Watermen in the River of Thames; it is thought reasonable, that every three Boats or Wherries should find a Man, not exempting the King's, Queen's, or Noblemens Watermen, who have Badges and Coats, which usually protect them, and abundance others wear Bromagem Coats, as if they belonged to Noblemen and Gentlemen, tho they do not, thereby deceiving the Lieutenants, and keeping themselves from being Impressed.*

Because such Exemption would occasion many Disputes, and great trouble to the Office, and be made use of as a Pretence, whenas these Men receiving their hire (which they will take care shall be sufficient) they ought as well as others to find their Quota.

Suppose there are 6000 Watermen belonging to the *Thames*, one third part of them are at Sea already, Preft or Voluntiers, so that the rest at home have the benefit now of what maintained them all before, and therefore three Wherries may well find one Man more; easie than a Hackney-Coachman can pay 5*l.* a year, when he is at so great charge in keeping of Horses, and continual wear of his Coach. None of the Servants belonging to the King, Queen, Noblemen or Gentlemen are exempted from paying the Poll, and other Taxes; and since they are always paid by their Masters for what they do, even beyond what others would, and have Coats and Badges given them, tho it be allowed that their Persons shall be protected from going to Sea themselves, yet they ought to pay their Quota, to find Men as well as their share of other Taxes, and the rather in regard of the Encouragement they have always had at Sea, where a Waterman's Apprentice that has served him five year is allowed 23*s.* a Month, when a Captain's or Warrant Officers Ap-

prentice that hath served five years actually at Sea, has but 18 s. a Month, and by this Method the King will have always Good Men instead of Boys, usually sent by the Watermen.

XIII. *That all foreign Built Ships contribute one 3d part proportionable to their Burthen, more than Ships Built within their Majesties Dominions, or what other Proportion the Parliament shall think fit.* This hath been done on other occasions, for the Encouragement of *English* Navigation, and to put a difference betwixt home Built, and foreign Bottoms.

This Method is intended to comprehend all Vessels and small Craft throughout *England*, as the Sand-barges at *Plymouth* to find one Man, and the Keels at *New-Castle* one Man or more; the Cobles to the Northward, and all manner of Fishing-Boats, and small Craft to pay proportionable to the Method before proposed.

Likewise that Ship-Carpenters, Calkers and Sail-makers, as their employs relate to the Sea, shall furnish such a Proportion of Men from their several Yards, for their Majesties Service, as shall be thought Equitable, and Armourours are sent by the Office of Ordnance.

And to render this Method the more effectual, it is thought necessary that the Masters of all Ships, Vessels and small Craft that are to find a Man, shall bring one qualified Seaman for each Ship, or be obliged to go themselves, tho they may be excused from bringing the rest of their Quota, on paying 5 l. each; and this cannot be reckoned hard, considering the great Trouble and Charge they are now at for Protections, which by this will be saved, and that is considerable; for sometimes it hath cost Men more in obtaining Protection, than would pay their Quota according to this Method for seven Years.

And to make it the easier upon Masters and Owners of Ships, that they may not be at all the charge for finding their

Quota, if it be not provided, that no private Seaman shall have above 30 s. a Month which would make them amends; It may be however enacted that all Seamen in Merchant-ships shall pay to their respective Masters and Owners towards their Charge in finding Seamen for their Majesties Ships, half a Crown in the Pound for all Mony they shall receive for Wages over and above 23 s. a Month, that as they are so great Gainers by the War, they may be assisting to the War, having now sometimes 3*l.* a Month, whereas in time of Peace, they have but 23 s. and 25 s. a Month; and a Seaman in a Collier has now 8*l.* a Voyage which used to be but 30 s. So that by this way the Masters and Owners will rather gain than lose, and no one will be prejudiced, for the Seamen pay only out of their extraordinary Wages.

And in case a Vessel exceed 50 Tun, and amount not to 100 Tun, if she be above the one half of the 50 Tun, in dispute, she shall find a Man for that, as well as if she measured the full number; but if she come short of the one half of the 50 Tun, in dispute, then she shall not find any thing, for the odd Tuns she measures over and above, even fifties; the Measurers to be sworn to do Justice between King and Subject, and to be supervised by the Commissioners of this Office, as occasion offers; this to be understood as relating to Ships going Voyages by Sea, and not In-land Vessels.

And by this Method instead of having 2 or 300 Lieutenants a Pressing, and forcing Men to go against their wills, we shall now have 5 or 6000 Men going about with mony in their hands to get Men for their Majesties Service, who will hereby be encouraged to go willingly, which will be a great ease on all sides, and more expeditious than before, because *English-men* may be better led than drove, and a willing Boy is better than an unwilling Man.

Perhaps it may be objected, that it will be hard for a Ship or a Vessel lying by the Wall, to contribute in this manner, and others for Covetousness, or some sinister Ends of their own, to get the Charge taken off themselves, may start other Objections.

It is answered ; It is no more hard for a Ship lying by the Wall thus to contribute, than for an empty House to find a *Militia Man, &c.* On the other hand all good Men, and well-wishers to the Government (so far as I can find, by discoursing them) are willing to it, as knowing that it will save them great trouble and charge in Protections, when they may at all times have Men cheap, and free from being Impressed, to follow their occasions, and besides have Convoys more ready to attend them, when the Fleet is well Mann'd, the Ships clean, and all in good Order : And I am very well assured there will not be one Ship or Vessel the less on this account; but if any Objection be made by those Concerned against any Particular hereof, it is humbly desired they may be personally heard themselves by a Committee, what they have material to offer, as plain matter of fact, (without Lawyers) and we do not doubt but to give good Satisfaction therein.

This being duly put in Practice all over *England, Wales, &c.* according to the Method proposed, will it's not doubted (with Ease, when the Office is Settled) furnish Their Majesties Fleet in a Month's time on any Occasion, with at least Twenty Thousand Seamen, if not more, and better Men than now, because then the rate of Wages, will fall from the present Unreasonableness, occasioned by Impressing, and People will take them that will Serve the Cheapest, and so be content with the worse Men themselves; but the King cannot have ill Men, because they must be all Qualified as abovementioned, and Examined to that Purpose by the Commissioners appointed for this Office, who must be such as have been Commanders of Men of War, and no other; and such men as they approve of, shall have some Paper or Attestation under their Hands, before they be received on Board any of Their Majesties Ships of War: And in case any Person or Persons shall bring one Man to the Office, and after Examination and Approbation, shall send another in his Room, he or they so Offending, shall Forfeit to Their Majesties

207. for every such Offence, to be Recovered as is here-
under mentioned, and paid into this Office for the Uses
aforementioned, in regard the Commissioners are answer-
able to Their Majesties for all Unqualified Men sent on
Board their Majesties Ships of War.

And if any Master, Owner, or other concerned, refuse
or neglect to find such Man, or Men, to be approved of
as aforesaid, or to pay the Five Pounds for each Man,
within the Month Limited by Proclamation, he or they
shall Forfeit the Ship or Vessel for which they have not
found Men, or paid their Mony as aforesaid, to be re-
covered into this Office, by Prosecution in the *Exchequer*,
or at Common-Law, and to be by the Officers thereof
Sold and Employed in the Encouraging such Qualified
Seamen as shall be fit for Their Majesties Service; for
which Encouragement or Gratuity many will be willing
to come in; and poor Seamen that come out of *France* and
want Cloaths and Necessaries, or are otherwise Distressed,
will gladly come to this Office and receive Five Pounds
to go to Sea, bringing his Landlord, or some other Security
to be Bound for his going accordingly, as must likewise all
those that are brought on the account of any Ship, Vessel,
or small Craft; for when any fails, the Vessel they Serve
for, is to be Accountable; and therefore the Master or
Owner on giving his Gratuity, will be careful what Se-
curity he has, that his Man or Men shall go.

And that such Master or Owner may not be put to any
great trouble upon the failure of his Men, when there is
any such failure, the Commissioners of this Office will send
to the Master or Owner concern'd, for the Bonds of the Per-
sons so failing, and put the same in Suit; for which it is con-
ceived necessary, that some quick way may be provided for
recovering the forfeiture without long Trouble, or unneces-
sary Charge to the Office.

And if it shall happen that any of these Men so provided
as aforesaid, shall receive Preferment; the Man so Preferr'd
shall be obliged to find another in his room. And if any

Master shall happen to have his Men Imprest from him after he hath paid his Mony, (which I scarce believe will be, unless upon some emergent occasion) In such Case the Master upon complaint made to the Office, shall have the Mony he paid, return'd him again.

And now for the regular and effectual Management of this great Affair, so much conducing to the ease and benefit of their Majesties and their Kingdoms, It is humbly Proposed, that there be appointed for the Principal Office in *London* five Commissioners (all Sea Commanders that have well merited in their Majesties Service) whereof one to be Superintendant, and any three to make a *Quorum*.

That there be an Iron Chest in the Office, with a Slit on the Top, for any Person that brings Mony instead of Men, to see their Mony put into, that the King nor himself be not wronged.

That there be five different Locks to this Chest, whereof each Commissioner to have a Key, and therefore to be opened only when they are all present, that there may be no Fraud in the Case.

That there be also a Secretary, Clerks, Messengers, and other Officers necessary for this Service.

That there be a Sub-Commissioner for the same purpose, at the Ports of *Plymouth, Bristol, Newcastle, Yarmouth*, and elsewhere, as thought most convenient, with a Comptroller, Secretary, Clerks, Surveyors, and such other Officers as shall be necessary.

That there be a like Iron Chest in each Port, with three Locks, whereof the Commissioner to keep one Key, the Comptroller another, and the Mayor of each Town the Third; and the Chest to be never opened without the Mayor being present with the Commissioner and Comptroller, and seeing what Mony is taken out, and for what use; and that an Account thereof under their and the Mayor's Hand be from time to time transmitted to the principal Office in *London*, where an exact Register shall be kept.

That there be a Measurer in each Port, and Three for

London, to measure all Ships and Vessels that they may not be under-rated.

If it be Objected, that the Creating new Officers necessary for this Service, will be another Charge upon the Government.

It is humbly Answered, That the Officers employ'd are to be such as have well deserved of the Government; that are disabled in the Service, and have a Pretence to Pensions or half pay, which by this means will be saved, as well as the other great Sums before and after mentioned, to which this Charge is no way Equivalent: Besides, it will be an Encouragement to Commanders and Officers in the Sea Service, that there are Employments capable of Rewarding them, in which also they may yet serve their Majesties, and so not be a Charge Unprofitable.

Now for a *Demonstration* how to raise the 20000 Seamen proposed: In the first Place, About this time Twelve Months a Fleet of 470 Colliers Loaded at *Newcastle*, came over the *Bar* in two days, and joined 70 Sail more that came from *Sunderland* with Coals, which I am assured of by Captain *Banks*, that was then their Convoy; they were from 60 Tuns to 400, so that one with another they may be allowed to be near 200 Tun apiece: And at the same time those that are Light and Repairing, and Loading at *Newcastle*, and unloading at other Ports, with what Trade from *Milford*, and other parts of *Wales*, for *Ireland*, and some parts of *England*, with a sort of Coal called *Culm* for *Smiths*, cannot be reckoned at less than as many more, making together 1080 Sail, which at 200 Tun apiece one with another, may find four Men each, which in the whole raises

--- 4320 Seamen.

There are likewise belonging to *Newcastle* and *Sunderland* about 300 Vessels call'd Keels, constantly employ'd in Lading Coals, that carry five and six Men apiece; and may very well afford to find among them about

--- 500 Men.

So that the Colliery of *England* modestly computed finds alone, ————— 4800 Men, and yet cannot be supposed to be one seventh part of the Shipping of *England*.

Then for the Watermen there were this year mustered on Board their Majesties Ships of War, 1100 good Men that went voluntarily into their Majesties Service, who will go again with their respective Commanders, besides those that were sent by their Hall.

And we cannot suppose but that allowing three Boats or Wherries to find a *Man*, without exempting any on account of Privilege: That way there will not go less than 1500 or 2000 Men, which must be qualified as above, and what Apprentices they send that have not been at Sea before, are not to be reckoned in this number.

The Western Barges, *Ware* Barges, Row-Barges, Tilt-Boats, and Ferry-Boats, will find 500 Men.

The Ballast-Lighters will now find 132 Men, and ought to find 160.

The Peter-Boats, and Oyster-Cocks, formerly offer'd 500 Men, and cannot now find less, if not more.

The Coal-Lighters and Close-Lighters are so numerous, that I know not what their Quota may amount to. Thus the River of *Thames* furnishes 3732 Men, without reckoning Merchant-Ships, and Coal-Lighters, which may be considerable.

In the next place as to the Fishery, about Eight Years since I was Convoy to the Herring Fishery at *Yarmouth*, for two Years, and found that the *English* had then about 700 Vessels employ'd in that Trade, carrying from 8 to 20 Men apiece, so that allowing them to carry 15 Men each one with another, it amounts to 10500 Men, and great part of these Vessels belonging to the Cinque Ports, they pretend a Privilege, that they will never suffer a Press among them, whereby their Majesties are deprived of the Service of so many able men; but by this method their Vessels will be obliged to find their Proportion, as others do, or pay their

Mony to provide others; and so their Majesties will have the benefit of their Service, as of Right doth belong to them,

The Town of *Yarmouth*, as I have been informed by the Magistrates thereof, hath formerly had 1500 Ships belonging to it; but now much decay'd by the choaking up of the Mouth of the Harbor.

The *Dutch* had then near 3000 Busses and Doggers a Fishing there, with three small Ships with Flags for Convoy, belonging to *Ankhusen*; the Commanders coming on Board me all at once, told me, That that Town had once 1500 Busses and Doggers belonging to it: Their Vessels carry above 20 Men one with another, being ner a 100 Tun each, so that at that rate there came 30000 Men from that one Town: They make three Voyages in a Year, beginning at the Island of *Orkney* and *Shotland*; and following the Fish through the *Channel* to the *North-Foreland*. Whereas we have the conveniency of taking them up so near hand, that at *Yarmouth* what they take in the Night, they can carry a shore in the Day, and return to their Fishing again at Night; whenas the *Dutch* are by their distance from home obliged to be at great Charge in Gibbing, Pickling and Barrelling them up to preserve them Sweet; and must lie out at Sea in all Weathers, which we are not exposed to; and yet to our great Shame and Detriment, both to our Selves and Posterity, we have in great measure lost that so advantageous Trade of the Herring Fishery, which is a Seminary for Seamen; and a Maintenance to so many thousand Families in *Holland*, who are at much more pains, Charge and Trouble, than we in *England* need be, to whom it doth of Justice, Ancient Right, and Situation appertain.

During the time I was Convoy to our Fishery there, as aforesaid; my Business was to see that no Foreigner should Fish in sight of the Shore, because the Fish drawing thither to Spawn, the best Draughts are there; and besides the *Waurope* of the *Dutch* is bigger than ours, and their Gear stronger; they have bigger Vessels than we, and more Men, and so would be too hard for ours, and drive us off the Fish-

ing Ground, if it were not for our Convoy ; for some of their Vessels have 340 Nets apiece, which will reach upwards of two mile.

It happened once I saw a *Dutch* Vessel driving near the Shore, upon which I fir'd a Gun, and brought the Master on Board me; I asked him how he durst go there to Fish? he told me ingenuously it was for the advantage of the Draught there; I asked him what Fish he had taken that Night, seeing his Nets white; he told me 19 Last, each of which contains 12000 Herrings, so that computing them at 20 s. per Barrel, his Nights work came to 228 l. with which and what he had taken before, he was forced to run immediately to *Holland*, for fear of their stinking; so that admitting each of these 3000 Vessels take 50 Last of Fish each Voyage, and three Voyages to be made in one Season, at 10 l. each Last, it amounts in the whole to 4500000 l. This I thought to be incredible; they told me also these Herrings in paying Duties for Staves, Hoops, Salt, Packing, Importing, and again Exporting for the *Rhine*, and other Countries, bring in a considerable Revenue to the State; and then to our great Shame these Herrings taken upon our own Coast, are likewise traded with to *England*, and there sold for Two-pence apiece, and sometimes more: And by this it is very demonstrable what the advantage of this Fishery might be, if Encouraged.


The *French* were there, but had not then above 100 Vessels, tho they (finding the Sweetness) have much increased since; they would be pressing in for the Shore; for which reason I sometimes took several of their Masters on Board me, and then set Sail to the open Sea, and there put them all on Board one of their Vessels to shew them Sea-breeding, and they having no Boats, were two or three days before they could get into their own Vessels again; and this I did purposely, that they of all others might not have the Encouragement of over-running us in our Fishery.

The Pilchard Fishery in the *West* is very considerable: I have known 500 Boats at a time in *Mounts-Bay*, catching Pil-

chards : If they be rated according to their several Burthens, or the number of Men they employ , I doubt not but they will raise a considerable number of Seamen, as will also the *New-found-land* and *Ifeland* Fishery, which if encouraged, would turn to good account, and that is no way better to be done, than by letting them have free liberty to Trade, without the Danger of Pressing their Men.

And now since I have taken the pains to get 20000 Seamen for their Majesties Service, which I doubt not but by this Method will easily be done, and without oppressing any, only laying an Embargo for one Month, and obliging all Masters and Owners of Ships not to allow above 30 s. *per* Month to any private Seaman ; I humbly conceive it but reasonable some Care be taken of those that lose their Limbs, or are otherwise disabled in such Service, for which purpose in the first place it is Proposed :

1. That the *Poor's Chest* at *Chatham* be regulated, and to that end be put under the Care and Inspection of the Commissioners of this Office ; and in regard that the present Revenue of that *Chest* consists of the Seamens Deductions, which in time of Peace fall short, and are of no competent Support for the poor disabl'd Seamen : It is in the second place Proposed,

 2. That if the Law-Bill (which was lately in being) were revived and settled upon this *Chest*, for the Relief and Support of Seamen, wounded and disabled in their Majesties Service ; it would not be felt by the Subject, and at the same time be a constant Fund for this use enough to support it ; and whereas a Seaman has now at the most twenty Nobles a Year for the lose of a Limb, he should then have at last double that sum, and so be Happier without his Limb than with it ; for the Smart will be forgot when the Mony is present. And here my chief design should be to prevent that common Evil too often seen in things given to good uses, that the Pillars to support it, may not be the Caterpillars of it.

And that this Office may be kept up in time of Peace as well

well as, War, to be ready at all times, for their Majesties Service; It is humbly Propos'd that all Ships, Vessels and small Craft, shall for each Man they find in time of War, pay 5 s. *per Annum* in time of Peace, as an Acknowledgment to this Office.

And that Seamen in Merchant-Ships may not still pretend they have nothing allow'd them, if they lose their Limbs, whereby many Ships have been lost, for want of defending them; This Office, in case it be thus settled, will, for the future, pay and allow to all Seamen, wounded and disabled in Merchants-Ships, and likewise in private Men of War, two third parts of what is allow'd to Seamen in their Majesties Ships of War in the like case.

But if any Seaman or Sailer in any Merchant-Ship shall absent himself, or refuse or neglect to Fight against the Enemy, when required by his Captain or Master, such Seaman or Sailer so neglecting or refusing to Act in his station shall forfeit and lose all his Wages due, and not be capable of recovering the same in any Court whatsoever. And in Case any Seaman or Sailer shall desert any Ship when she runs a ground, or is in danger to be stranded, if such Ship be saved by the Masters industry and getting other hands, such Seaman or Sailer so deserting his Ship in time of exigency shall forfeit and lose all his Wages, due and not be capable of recovering the same in any Court whatsoever.

Now to demonstrate what may undoubtedly be saved to the King and Kingdom, by the foregoing Method, I find, that the whole Fleet by the List of the Line of Battel, consists not of 36000 Men, with Fireships and Tenders; and now we need not half the Tenders we had before, there being no occasion for them to go a Pressing.

And when the great Ships are come in and paid off, that is, the 16 first and second Rates, and 18 of the third Rates, with Fireships, which together take up about 21000 Men, Officers and all; their whole Pay may be saved during the Winter, which at the Method usual in the Navy, of allowing 4 l. a Man *per Month*, to pay all Wages, Victualling,

Wear and Tear, amounts to 84000 *l.* per Month, and that for six Months comes to 504000 *l.* At the same time we shall have a Winter Squadron, which will be 15 third Rates, and 13 fourth Rates, besides fifth and sixth Rates. And then we shall not want 10500 Men to be at all Calls; by reason the others are got already.

Thus besides the said 504000 *l.* which may be saved each Winter, by paying off the great Ships, there may be likewise saved 60000 *l.* at least in Conduct, Bounty, and Imprest-Mony, and the hiring Vessels for Pressing; so that by the whole, it appears, besides saving the King these vast Sums yearly, His Majesty will always have men on any occasion for his Service, his Ships may be ready to Sail Clean, and in good order: No Pretence can be made use of for lying still for want of Men, when the Terrors of Pressing and frequent Mischiefs attending it, are prevented, Protections taken off, because no need of them: Merchants and Traders will have their Liberty to Traffick, to their own advantage, as well as the encrease of their Majesties Customs, and the universal good and benefit of all their Majesties Kingdoms; those concern'd are generally willing to it, wishing it had been done before, for that it would have saved them a great deal of Mony; and if this be done, I shall have the Satisfaction of Serving their Majesties Effectually upon the *French*, for their Barbarous Usage to Me; and I doubt not but it will have that Effect, as not only to regain our Ancient Glory, and put us beyond the Danger of being ever attempted by them (or any Foreign Enemy) for the Future; but that their Majesties Royal Navy may go and Command where they please, and have none dare to oppose them.

And herein I have taken Care as near as may be, not to disoblige or reflect on any Person: But it cannot be avoided, but that so great a Publick Good will Retrench the Profit of some Officers, as the Secretary of the Admiralty, and his Clerks, &c. who may for that reason endeavour to obstruct and object against it; in which Case I desire to be rightly understood.

understood, that what I do is purely for the Service of their Majesties and the Kingdom, and not to bring a disadvantage to any Man: But that they may not be Sufferers for a General Benefit, their Majesties, if they so please, may compensate their Loss by Sallery or otherwise, as their Majesties shall think fit.

Provided always, that in Case any of their Majesties Men of War, lose her Men in Action, or by Sickness or otherwise, and being abroad cannot be supply'd from this Office with safety to the Ship, such Ship for her Security may Impress as formerly, but so as not to disable any Merchant-man.

✎ And in case this Office be thus settled, and that the LawBill lately in being, be reviv'd and bestow'd upon it; It is humbly Propos'd, besides what additional Encouragement is given to Seamen, wounded and disabled in their Majesties Ships of War, Privatiers, and Merchant-men; That there shall be likewise two large Schools Erected, near a Rivers side, in some Cheap Country, where the Children of all Seamen kill'd in their Majesties Service, shall be taken into one of these Schools, at twelve years of Age, and be there Taught the Mathematicks: That they shall lie in *West-India* Hammocks, which in the day time may be put into Lockers, that there may be no room lost for their Lodgings, and every thing be in good order, so that then it will be wondred where they Lye,

✎ That there shall be a Ship in the River near the School, where, on Play-days, or other fit Times, the Boys shall go on Board, and Learn to Splice and Knot, Reef and Furl, &c. whereby they may know all the parts of a Ship, and understand the Mechanick part of a Sailer, in two or three years time, as well as if they were at Sea; and then they may be drawn off to Sea every year, as occasion offers, when they will want nothing but to get their Sea-Legs.

✎ These Youths so drawn off yearly, shall be put out Apprentice for three Years to Commanders or Lieutenants of
Men

Men of War, or Warrant Officers in their Majesties Ships, and not for seven Years to Masters of Merchant-men, as is done to the King's Scholars in *Christ-Church Hospital*, where, after their Majesties have been at great Expence in their Education for three Years, and in putting them out Apprentice at 40 *l.* charge in Mony and Clothes; they are Bound for seven Years to Masters of Merchant-Ships, who alone have the benefit of them, without any advantage to their Majesties or the Youths, tho at their going out they are examined, as to their Qualification for the Sea, and perhaps are better Artists than the Masters they are put to, whereas if they had never been Taught any thing, or were even took out of the street, they might as well be put out for half the Mony, and the Masters be bound to teach them as much as these; and after all the Charge their Majesties are and have been at on this Account, and that there are Ten drawn off to Sea every Year, for these 18 Years past, there are not now Ten of them in their Majesties Service, tho otherwise there might have been many, had they been Bound to Commanders or Officers of Men of War.

✂ There are a great many People have entertain'd a Notion that those bred up in Merchant-men are better Seamen, than those bred up in Men of War; but to undeceive them in this Particular, it is evident, that a Cruising Man of War in two Months time plows more Sea, and wanders further between Heaven and Earth, than a Merchant-ship does in a Year, by reason he Chafes every Sail he sees to discover what they are; when as a Merchant-ship, like a Carrier's-Horse, goes only the direct Road, to come at his Port the nearest way he can; besides he is heavy laden, so that a Man of War runs two Foot to his one: Then he is oblig'd to stay her for Freight, and often for Convoy, which taken altogether, often keeps him in Port or Harbor nine Months in a Year, whereas a Cruising Man of War is out at Sea nine Months in a Year; so that it is hereby very plain, that in two years there is more to be Learned in a Man of War, both as to Action, the way of Command, and otherwife, than by being

ing seven Years in a Merchant-man; but many hold this Argument, hoping thereby to be thought to understand the Sea.

The other School shall be for the Sons of Commanders kill'd in their Majesties Service, and the Sons of Gentlemen, that are willing to be bred up to the Sea, where they shall be Taught every thing necessary, to qualifie them to make Officers, as particularly Navigation, Fortification, Gunnery, Languages, the Exercise of Pike and Musket, &c. They shall be lodged in pretty decent Apartments, and have Tutors and good Orders among them, sufficient for their Education and Instruction in things of this nature, which will be of great Consequence to this Kingdom; and then when it is seen that this is well manag'd, it may be presumed many well minded People, that have got Estates by the Sea, and have no Heirs of their own, may leave their Estates or good Legacies to the Support and Maintenance of these Schools, which may properly be called the *Academy for the Sea.*

Encouragement for Commanders and Seamen in Their Majesties Service, for Taking the Enemies Ships, Goods and Effects.

I. **T**hat all Privatiers belonging to the Enemy, who shall hereafter be taken by any of their Majesties Men of War, shall be forthwith Condemned in the Admiralty Court, without any account given to the

AS to Privatiers, that great Encouragement ought to be given for the taking of them, by reason they are in a state of War and Defence, whereby their Majesties Commanders do come to an Engagement with them, and oft find them well Man'd, whereby they not only destroy those Ships or Prey, which greatly disturb the Traffick and Commerce of the Kingdom, but kill and lessen the number

Prize-Office, and be shar'd among the Ships company, which so made her Prize, pursuant to the usual

Method. This was done the last Dutch War, when the Swan Privatier being taken by Captain Young, his then Majesty King Charles II. bought her of the said Captain, and made her a Man of War in the year 1675. As also the Hunter in like manner bought of Sir John Bertie.

II. *All Ships of Merchandise, &c. taken out of the Enemies Harbours, Ports, Creeks, or from and under any Castle, Fortification or Fort, or off, or from the Shore, or at Anchor under any Head-land, by any of their Majesties Men of War, together with any Goods, Effects and Merchandise, that shall be seized by them, shall be condemned in the Admiralty, and shared as aforesaid.*

III. *All Merchants Ships and Goods belonging to the Enemy and taken as Prize at Sea, on Board all Foreigners, viz. Swedes, Danes, Portuguese, and other*

of their Mariners, and consequently destroys the Naval Force of the Enemy, and leaves our Merchant-men the better liberty of Trade.

That all Commanders that shall take the Enemies Ships, by dint of Sword from under their Guns, ought to have the Encouragement thereof, for that they run an extreme risk, hazard and danger of their Lives, thereby giving the Enemy constant Alarms, making the People uneasy, and putting them to a great Charge in Guarding their Coasts, besides bringing an advantage to their Majesties in their Customs, of such Goods so taken thence; And that if the Prize be taken at Anchor, it may nevertheless not be disputed, for that it is to be supposed all Men during the time of War, will Anchor in as great Safety as may be.

That this Encouragement will put the Commanders to a strict searching of all Foreign Ships for Contraband Goods, which otherwise would slightly be view'd, or for a small Sum of Mony prevail'd upon to suffer them to pursue their several Voyages, to the great Disservice of the Nation;

Nations, that shall be taken trading with their Majesties but the hopes of this will put them upon the contrary Design.

Enemies with Contraband Goods, shall be Condemned in the Admiralty, and one third of her lading so Condemned, be given to the Captain, Officers and Seamen, that so took her as Prize, and paid to the Captain as soon as the Commissioners receive the Money, and not according to the former method at ten days after payment of the Man of War, which is not sometimes till two or three years after.

IV. *That all Salvage adjudged for Retaking any Ship, shall be distributed to the Captain and Ships Company, according to ancient Custom: as likewise one 3d part of the Goods taken and Condemned from Swedes and Danes, &c. Whereas now if those Ships be not Condemn'd, the Captain has no benefit of the Goods that are Condemn'd, thro' the want of a Proclamation made full to that purpose, which is very hard upon the poor*

This Encouragement will hinder any Embezelment, being made after retaking a Ship, and cause the Captain to take more care in feing her brought safe into Port. And by this the poor failers will be certain of getting something, when their Proportion is ascertain'd by Proclamation; whereas at present, if one of their Majesties Ships weakens her self to fend a *Swede* or *Dane* into Port, he may be in danger by hapning to meet with one of his own rank; and besides the Seamen put on Board the *Swede* or *Dane*, are in danger of having the Ship retaken, and being carry'd into *France* where they suffer great hardship, and for all this, as the Case now is, have no benefit, if the Ship as well as the Goods be not Condemn'd.

Sailers in their Majesties Service, who by that means have got nothing all the War.

V. *That all Commanders, that shall meet with and Fight the Enemy, to the utmost extremity, and being*

That the Encouragement mention'd therein will put all Commanders upon the Emulation of behaving themselves valiantly, to the utmost extremity; encourage the Nobility and Gentry to

over-power'd, shall happen to be taken, and his Ship sunk, burnt, or so extremely disabl'd, that they cannot carry her off, but are either forc'd to sink or burn her themselves, the said Commander shall be allow'd the full value, of what he makes out to have lost by the said Capture, and shall receive his full pay the time of his Captivity; and in Case he or Body, as not being able any more to go to Sea, shall have a Pention during the Interval he shall be otherwise taken Care of, and provided for.

send their younger Children to Sea, when as they find that the Government makes a competent Provision for them, (as now the contrary has a different Effect) And this Article being the Case of a great many honest Gentlemen, is the rather hoped will be taken into Consideration, for that it is of great Consequence to their Majesties Service, and generally observ'd in all Governments, that Rewarding well and Punishing well, is the chief means of being well served; therefore 'tis hoped this will be put into Execution for Encouragement at Sea, which is our chiefest Strength.

the said Captain be disabled in his Limbs

How to Share a Prize Taken by a Man of War.

Reasons for the Sharing a Prize, according to the Method on the other Side.

1. The Moiety of what the King gives in any Prize is to the Captain, and the Money to be paid into his Hands, to be shar'd among the Ships company, after paying one fifth part to the Commander in chief of the Squadron, or Fleet; Tho' Admiral

The Captain having a Moiety, is in regard of his being answerable for any Plunder made before the said Prize be brought into Port, and delivered into the Prize-Office, in which case he also loses his own Share; and as he has the Care and Conduct of the Ship, and is liable to answer for all misdemeanors, it is thought reasonable he should be allow'd one half according to ancient Custom, and have the Distribution of all such Money, as the King in his

Ruffel has been so generous not to take Bounty shall think fit to give in such *Cafe.*

any thing on that account during this War. I should be glad that I could say so of all the rest of the Flag-Officers.

II. *The Lieutenant or Lieutenants, are to have seven Shares* The Lieutenants having 7 Shares (which is one share more than the Master has) is in respect to his Commission, and that he Commands the Master.

III. *The Master Six Shares.* The master having six Shares (which is one more than the rest of the Warrant-Officers) is in regard he Commands them.

IV. *The Minister, Chirurgion, and all Warrant - Officers, five Shares.* The Masters-mates, tho not Warrant-Officers, have five shares as well as they, in regard upon the Watch they Command the Warrant-Officers.

V. *Masters-Mates, as Warrant-Officers five Shares.*

VI. *Midship-Men 3 Shares.* The Midship-Men have 3 shares, as being Officers, and having a Command over the Seamen.

VII. *Gunners-mates, Boat-Swains-Mates, Carpenters--Mates, Chirurgions-Mates, and all of that degree to have three Shares.* The Warrant-Officers Mates, having command of their respective Crews, are thought fit to have three Shares.

VIII. *Quarter - Masters, Quarter-Gunners, Cocksens, Corporals ; and all of that Rank to have two shares.* The other small Officers have two shares, to make a distinction betwixt them and the Seamen.

IX. *And so able Seamen, and ordinary Seamen, to have one share each.*

If this be put into a Proclamation, that all Men may know what their respective Shares of Prize taken will be, it will cause a great Easiness in the Fleet, prevent Animosi-

ties, and making Parties there, which are more likely on this account than any other, and if any such Divisions there be, their Majesties and the Kingdom are the losers by it.

The Reasons of the differences betwixt the Captains of Men of War, and Commissioners of the Prize, are first the undue Appraisement; Secondly, The great Embezelments which they meet with from Prize-Officers, which often puts the Captains upon Plundering the Ships before they deliver them in.

To prevent these Inconveniencies, the following Proposals are humbly offer'd, whereby the King may not be Cheated, and the Captain and Ships Company may have Right done them.

Proposals

The Reasons.

- I. *When any Captain shall bring or send a Prize into Port, and deliver her into the Prize-Office, appointed for the Appraisement of the said Prize, on behalf of the King, the Captain to be there, or to chuse two others in his Absence, whose Names shall be sent to the Commissioners Prizes, who shall give them power to Act along with the two Custom-House Officers, and Prize-Officers in the Appraisement of the said Prize.*

Two Custom-House Officers are conceiv'd necessary to be joined with the two Prize-Officers, that the King may not be defrauded of his Customs as formerly, and the Captain being there, or two in his behalf, will prevent any Fraud to the King, himself or the Ships Company.
- II. *That for the advantage and encouragement of the Buyers, the Goods shall be Appraised in small Quantities (and not whole Ships Cargoes together, as formerly) which will be a great Augmentation to the price.*

That the Goods Appraised in small Quantities, will give liberty to small Merchants to buy, whereby the price will be much augmented, to the advantage both of the King and Captain, &c.

III. *That the said Goods so Appraised be sold afterwards by Inch of Candle, and set up at the price Appraised, by which Means the value will* The Goods being sold by Inch of Candle after Appraised, will prevent any Fraud or private Contract, which wrongs either King or Subjects, and will much heighten the value of Goods.
again be much augmented, and prevent any thing of Fraud.

IV. *The Sale will be free and publick, and timely notice given to all Persons, particularly to the Appraisers, who shall be allow'd to bid, so that neither the King nor the Captain be wronged.* The Sale being free and Publick, the Appraisers, Custom, and Prize-Officers, are free to bid, being to be sold to the best Chapman.

It is conceived necessary, that there be a Seaman Comp-troller of the Prize-Office, which would be a great Advantage to their Majesties, and make all sides easie.

Encouragement for English Privatiers.

1. **T**HAT such *English* private Men of War, as shall take any *French* or other Enemies Privatiers, or Ships, having Letters of Mart, may have the whole without Payment of Tenths; by reason in doing this, they venture their Lives and Estates, for the Publick Good, such Prizes being but of small value.

2. That all such Prizes as shall be taken off the Enemies Shore, or at Anchor under any Fort or Castle, or within any Port, Harbor, Road, Headland or Creek of the Enemies Country, may pay no Tenths, by reason of the great Hazard and Danger the Men thereby run of their Lives and of losing their Vessels, which will not be done without Encouragement.

3. That they may pay no Tenths for any Salvage, that shall be adjudged to them for Retaking any *English* or

Friend's Ship, by reason they have often Retaken small Vessels, for which they have had but a fifth part, amounting to not above the Charge of bringing them in, and the Charges of the Law, and yet have been obliged to pay Tenths of such Fifths, to their great Discouragement, the which is so much the more reasonable to be condescended to, for that several Ships have been Retaken, which have paid his Majesty 2 or 3000 *l.* each for Custom,

4. That whereas many Ships, that have lain in Ports, Harbors and Roads of this Kingdom without any Seizure or Molestation of the Vice-Admirals or Governors, have been found out to be the Enemies Goods, and seized by private Men of War, and Condemn'd as Prize, the said Vice-Admirals or Governors have very much obstructed them in the Condemnation thereof, and sometimes after Condemnation have claimed the same to their Use, or the Use of their Majesties, to the great discouragement of private Men of War, without whose Diligence and Intelligence they had never been discover'd or seiz'd: Therefore it is propos'd, that in such Cases they may have no Molestation or Impediment, but have their Prizes according to their Commissions, which grant them all they shall take, as well in Ports or Harbors, as upon the Sea.

5. That the Tenths of all other Prizes may be remitted to them concern'd in private Men of War, for their Encouragement, for the Reasons following, *viz.*

- I. *The French King doth at this time do the same, which hath so Encouraged their Privatiers, that they have fitted out many Ships of good force, and much annoy'd and disturb'd our Trade; the French Privatiers having taken about 600 of our Ships, whereas their Men of War have not taken Sixty.*
- II. *This Encouragement will enable the Concern'd, to fit out better Ships than now they have, and get Men to Man them by contracting to take Care of all such Men as shall be Wounded, and the Wives and Families of them that shall*

be Kill'd or Drown'd, which at present they cannot afford to do.

III. There is more Reason to make this Remission of Tenths to the English private Men of War, than the French, in regard of the Prohibition, and the small Trade of France.

6. Whereas it may be objected, that unless some Officers be put on Board each Prize, the private Men of War will be at liberty to do what they please, and such Officers cannot be maintain'd without Duties to bear the Charge: It is answered, That each private Man of War, at the taking out of his Commission, doth not only oblige his Ship, self and Owners, but also gives two other sufficient Securities in 3000 or 1500 *l.* Bond, not to abuse their Majesties Subjects or Allies, but to make Satisfaction for all Injuries done by them, and to pay Customs, &c. And besides the *Custom-House* Officers presently put Waiters on Board, to look after the Customs, which the private Men of War pay themselves, without Charge to their Majesties; And by this propos'd Encouragement, the Customs will be Encreas'd by the Prize-Ships, so that it will pay twenty times more than their Majesties have or will receive for Tenths: And Besides, the Encouragement of *English* Private Men of War, will be very beneficial to this Kingdom, not only in the Encreasing of Customs, and weakning the Enemy as aforesaid, but in breeding of Seamen, they being oblig'd by their Bonds to carry two third Landmen, and but one third of their Complement Seamen.

7. And if it be objected, that by thus Remitting the Tenths, the Advocate, Receiver, &c. employ'd therein, will lose their Salaries; the Proposer humbly hopes it will not be thought Reasonable, that the private Interest of two or three Persons, without advantage to the King or Government should be preferr'd before so great a Publick Good, as this Encouragement would be both to the King and Kingdom.

Lastly. It is demonstrable, that this Encouragement to


Privatiers, will prove of no small advantage to his Majesties Customs; for Example, they frequently Retake rich Ships, prevent Ships being taken, and one Ship retaken, oftentimes brings in more Customs to his Majesty than the Tenth will amount to in a whole Year; so that both his Majesty and Subjects well be much the Gainers by this Means: Therefore 'tis to be hoped these Proposals will meet with their Majesties Compliance, for that their Majesties may at first give it only for a Year, or what time they shall think fit, to see the advantage of it, and afterwards to do therein as they please.

Reasons humbly Offer'd for bringing down the Exorbitant Rates of Seamens Wages from 50 s. and 3 l. a Month, to 30 s. and 35 s. a Month.

THe Seamen for the lucre of such great Wages in Merchant-Men, do lurk and hide themselves from their Majesties Service, whereby it comes to be so difficult to get Men for the Kings Ships, whereas if their Wages were near alike, their Majesties would never want Seamen in their Fleet. A Seamans Wages, in a Merchant-man, in time of Peace, is usually about 25 s. a Month, and in a Collier 30 or 40 s. a Voyage, which now is come to 6, 7, and 8 l. a Voyage; and 50 s. and 3 l. a Month in a Merchant-man, which while they can have, they will leave their Majesties Ships and abscond themselves from being Imprest, rather than serve for the usual Rate of the Navy, which is 23 s. a Month at 28 days in a Month, which is 25 s. a Month at twelve Months in the Year; and till such their extraordinary Wages be brought down, it is not to be thought it will be otherwise, though it is not evident they are ever the Richer at the Years End for any such large Wages. As for Instance, a Seaman goes to *Newcastle*, and

perhaps has 6 or 7 *l.* for his Voyage; while that lasts he never goes to Sea again; but lurks about till he is run 30 or 40 *s.* in debt to his Landlady, and then it may be makes another trip to *Newcastle*, and so is not above 3 Months at Sea in a year, whereby the Nation loses the benefit of his service all the rest of his time.

Therefore it is humbly proposed, that for their Majesties Service, the Rates of Seamens Wages in Merchant-men be reduced to 30 *s.* per Month going with Convoy, and 35 *s.* per Month running without Convoy; and that if any private Sailer shall demand more than the Rates aforesaid, that he may be brought to the Office to be erected for Registering of Shipping and small Craft, and thence sent on Board one of their Majesties Ships of War, there to serve for a Year as a Preft-man.

 This will be an Equivalent for the Masters and Owners of Ships, providing a Seaman according to my Proposal; for Example, a Ship of 70 Tun hath seven Men to Sail her, whereof five are before the Mast, and now receive 50 *s.* a month: By this Regulation the Master will save 5 *l.* a Month while at Sea, in lieu of one Seaman each Ship is to find for the King, and hereby the Seamen in their Majesties Ships will have Encouragement, because they will have Money given them to go, and lose none of the great Wages which now tempts them to lurk, and go in Merchant-men.

It may be Objected, that this Reducement of Wages will make Seamen leave their native Country and go into Foreign service

To which it is Answered on the contrary, that they will not do it, because first no Nation Victuals so well as the *English*, and our Sailers love to Eat well: I that have Summer'd and winter'd them so often, know something of their Tempers; Secondly, It is as good Wages, if not better, than any other Country gives, and therefore it is not to be thought, that *English* Seamen (except some few Scoundrels, I have observed good for nothing) will leave their Native Country, their Friends and their Families, to go

into Foreign Service for the same or less Wages, which may sufficiently Be seen by their refusing the *French* Service, tho they had large offers made them.

✍ This done, will be a vast Advantage to their Majesties Fleet, and the Benefit of Trade; 'twill be an Ease on all sides, and make Seamen plenty.

And to shew that there are *English* Seamen sufficient both for publick and private Service, we may observe this last Summer, that their Majesties Fleet was very well Maned, besides great Fleets of Merchant Ships, both Abroad and at Home: And if Care in the first place be taken of the Grand Fleet, which is the main Interest of the Kingdom, the Seamen for Merchants Ships may be the least of Our Care, for they will not fail of having Men enough.

If it be questioned, whether Seamen will come into their Majesties Service, for 5 *l.* Advance, according to this Proposal.

It is answered, That they certainly will for these following Reasons.


I. **A** Seaman for the sake of two Months Advance in an *Eastindia-man* in time of Peace (which is but between 40 and 50 *s.*) will enter himself to go to the *East-Indies*, for 20 and 23 *s.* a Month, tho that be a hard and sickly Voyage, two years out from their Friends, and some times three, and after all must repay that two Months Advance again.

II. Since this War, it may be seen, what effect their Majesties bounty of six weeks Pay has had among the Seamen; for this last Summer the Admirals Ship, also Sir *Ralph Delavalls*, Colonel *Churchill's* and several others, were very well Mann'd all with Volunteers, who came in for the sake of that Bounty, as may be seen by the many
Thousand


Thousand pounds paid by their Majesties on that Account.

And then can it be doubted, that if six weeks Bounty, which is but 34 s. and 6 d. has so great an effect upon them, that 5 l. (which is above four Months Bounty) can any way fail, especially when Seamen are assured of being paid off at the laying up the great Ships ; for this being ready Money , and so considerable, will be the greater encouragement to Seamen to leave with their Wives and Families in their absence. And this Money the Masters and Owners of Ships cannot grudge to pay, in Regard of the Equivalent before Proposed of bringing down the Seamens Wages, by which not only the Seamen will the readier come into the Kings Service, when the temptation of great pay in Merchants Ships is taken off, but also the Merchant will gain by thus paying the 5 l. in saving the great Rate he now pays for Wages.

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 THE following *Proposals* being humbly offer'd to the furtherance of Their Majesties Service, as well in the speedy and easy Manning the Fleet, as preventing the great Expence and Cost of Impressing Seamen ; It is not to be suppos'd, that Their Majesties must lose Their Royal Power and Prerogative of Impressing Seamen, and others, in Cases of Exigencies, and when these Methods fail, which I have no reason as yet to doubt of. But it will be still a further Encouragement for Seamen to come in Voluntiers for the sake of the Reward, when they shall still be liable to a Press if they do not come in, and the fear of that will make them the more willing to go upon Encouragement rather than be forc'd to go without it ; and that is also the Reason of the Merchants, Owners and Masters of Ships, being willing this should go forward, in that it will free them of the Charge of Protections, and prevent the hin-

drance of their Voyages, by which they are now great losers.

 If the matter of these ensuing Sheets be not digested into that Method and Order I could wish, and that the Stile and Language be not Correct enough to appear in Print, I must beg the *Reader* to consider, first, That it comes from a Sailer, whose Business it is rather to speak Truth plain, than Neat and Elegant; Secondly, That the haste I was in to get them Printed early enough for the *Parliament* to make them Useful for the ensuing Year, may be partly the occasion of it; and Thirdly, That by my ill Usage and Hardships sustain'd in my Imprisonment in *France*, my Memory is prejudic'd; but sure I am there is a good Foundation for wiser Heads to work upon; and when the *Parliament* have it under their Consideration, it will be at their Election to Enact this for a Year, or what time they please, and under what Regulations shall be thought fit, and according as it shall be found in that time it may either be made use of, or not.

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